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TRINITY HERITAGE NATIONAL SCENIC BYWAY



A SELF GUIDED AUTO TOUR

United States Dept. of Agriculture • Forest Service

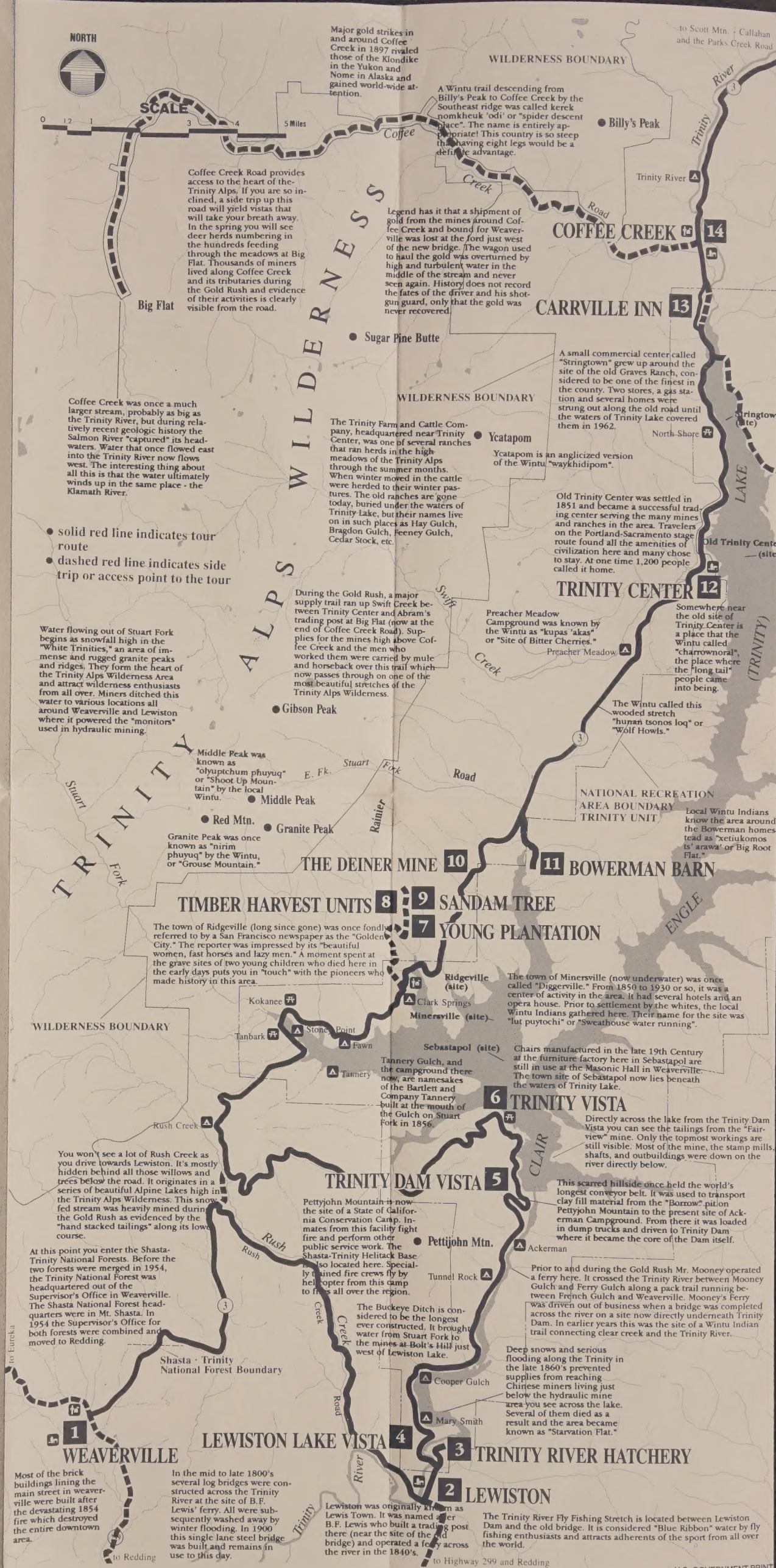
Welcome to the TRINITY HERITAGE NATIONAL SCENIC BYWAY. This self guided auto tour will take you through some of the most beautiful country on the Shasta-Trinity National Forests. It will expose you to various Forest Service management activities, to the history of the area, and to the environmental complexities of this region. You will also visit several of the communities in Trinity County and will have the opportunity to get to know the people who live and work here. The tour is approximately 111 miles long, beginning in the town of Weaverville and ending at the junction of Interstate 5 north of the town of Mt. Shasta. You may enjoy the entire tour or only drive a portion of it. If you choose to drive the entire route, allow for a full day. Please note that the text found on the body of the map refers to various points of interest and historical significance which may or may not be seen from the car as you drive the tour.



There are 20 stops along this National Scenic Byway. Each stop provides an opportunity for you to get out of your car, stretch and get a closer look at some of the fascinating points of interest described in this brochure. The

symbol shown at left marks each stop. It is the adopted symbol of the National Scenic Byway system and is used throughout your National Forests along Scenic Byway routes. Each stop is identified with a number that corresponds to a number on your map and in the text of your brochure. Route directions are also indicated on signs with this symbol. All references to mileages in this brochure are only approximate so keep your eyes open for the symbol and follow the driving instructions closely. A sedan can easily negotiate the entire route. Persons driving large motor homes or pulling travel trailers, however, should note those cautions listed in this brochure for the Rainier Road (italicized directions after "Trinity Vista"), and the I.P. Road (italicized directions after "Upper Trinity River"). Parts of this tour will take you through relatively isolated country so remember your spare tire, your jack, and don't forget to keep an eye on your gas tank. Much of the tour is over mountainous terrain and the roads can be steep and winding so drive defensively. NOTE: The Trinity Heritage National Scenic Byway is generally unavailable for winter use. Much of the route, especially above Coffee Creek, is closed at higher elevations because of snow.

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1 WEAVERVILLE

Your tour begins in beautiful downtown Weaverville. This is the town that inspired James Hilton, in his book "Lost Horizons", to write of Shangri-la, "that strange and wonderful somewhere which is not a place but a state of mind." It would be possible to spend the entire day here enjoying this picturesque mountain community and its people. The beautifully preserved buildings and historic sites are constant reminders of Weaverville's rich heritage. Visits to the Joss House and the Jake Jackson Museum are a must. At the height of the Great Gold Rush, Weaverville was a thriving community of 10,000 people. Take a leisurely stroll through the old downtown area and discover its past, and present. You can stop by the Trinity County Chamber of Commerce on Main Street and obtain other information about the area.

- From the heart of downtown Weaverville you will turn onto State Highway 3 and drive northeast out of town. One and one half blocks from the turn you will pass an historic marker on your right near the grammar school. This marker tells the story of the famous (or infamous) local Chinese Tong War of 1854. After a stop here, the Scenic Byway continues on. A short 4 miles will bring you to the Shasta-Trinity National Forests boundary.

The Shasta-Trinity National Forests

The Shasta-Trinity is a part of a nationwide system of 154 national forests established at the turn of the century. As an agency within the U.S. Department of Agriculture the early Forest Service was charged with the management of public lands for timber production, grazing, watershed, and fire protection. That mission has expanded in recent years to include the management of many other resources such as recreation, minerals, water, wildlife, fisheries, archaeological, and cultural. Many of our management activities are not obvious to the casual observer. We will address some of these activities in this brochure. NOTE: There are extensive tracts of private land within the boundaries of the Shasta-Trinity. Subsequently, not all of the management activities that you will observe on this tour are Forest Service oriented. Many of them are private ventures which may or may not be in keeping with Forest Service land management policy. Among the activities you may observe will be housing subdivisions, commercial developments, timber harvesting, and mining.

- About 3 miles beyond the Forest boundary sign the Scenic Byway turns right onto Rush Creek Road and continues for another 9 miles to the small town of Lewiston. A right turn at the intersection as you drive into Lewiston will take you directly to the Trinity River and the Old Lewiston Bridge. Watch for oncoming traffic at the bridge. It is a one way bridge and first vehicle on has the right of way!

2 LEWISTON

During the Gold Rush "Lewis Town" was a major transportation crossroads and cultural center in Northern Trinity County, but when the Rush was over and the miners had moved on (most to the Klondike), this little town settled back into itself. Its residents relied mainly on lumbering and other agricultural pursuits to provide a living. It remained a quiet, isolated, little community until, with a great explosion of activity, construction began on Trinity and Lewiston Dams in 1957.



Thousands of construction workers poured into this little basin and the town literally burst at the seams. When the projects were completed in 1962, the workers moved on to the next project, and Lewiston, once again, went bust. It was only a matter of time, however, before outdoor enthusiasts from all over the west "discovered" the vast recreation potential of the area. Lewiston, is currently growing again and has become a popular place for retirees and other outdoor sports oriented people to live. Much of Lewiston's past has been preserved in a major restoration project surrounding the old "downtown" area. This is a good place to stop, take a snack break, explore the old buildings, and watch the fishermen try their luck on the river below the bridge.

- As you leave the historic center of Lewiston, follow the road north, past the Old Lewiston Hotel, to its intersection with County Highway 105 (Trinity Dam Boulevard). Directly across the highway is the entrance to the road that leads to the Trinity River Hatchery.

3 TRINITY RIVER HATCHERY

The Trinity River Hatchery was built following the construction of Trinity and Lewiston Dams. It is an artificial spawning facility built to mitigate the loss of salmon and steelhead spawning grounds above the dams. The hatchery is operated by the California Department of Fish and Game and is open to the public. Take this opportunity to see a hatchery at work.

Lewiston Dam and the Clear Creek Tunnel

Directly above the fish hatchery stands Lewiston Dam. This dam was constructed to divert Trinity River water into the Clear Creek Tunnel, the entrance to which is underwater at the east end of the dam. The tunnel is 18 feet in diameter (big enough to drive a large truck through), and is 11 miles long. It passes under the Trinity Divide and emerges above Whiskeytown Lake at the Judge Francis J. Carr Powerhouse just west of Redding. Here it is used for power generation and then becomes available for shipment south, throughout the Central Valley, for agricultural purposes.

- To continue on the Scenic Byway, return to County Highway 105 (Trinity Dam Boulevard) and turn right for the one mile drive to the Lewiston Vista.

4 LEWISTON VISTA

Lewiston Lake is 7 miles long and has a surface area of 750 acres. The waters here are drawn directly from the bottom of Trinity Lake and are very cold. In order to keep a constant water flow through the Clear Creek Tunnel, this lake is kept at a constant level, providing, as a side benefit, perfect habitat for eastern brook, rainbow, and brown trout. A 10 mile per hour speed limit encourages the quiet past time of fishing and discourages water skiing. This is a great place to watch bald eagles and ospreys as they fish in the early evenings. The shoreline of the lake is marshy, making it an excellent wintering spot for a myriad species of ducks and other waterfowl. There are campgrounds and a boat ramp as well as private RV parks and a marina.



- The Scenic Byway continues north for 7 miles to the Trinity Dam Vista.

5 TRINITY DAM VISTA



Basin has an impact throughout the State of California.

Trinity Dam was completed in 1961 and is one of the highest earth-fill dams in the world. It rises 465 feet from bedrock, is 1 1/2 mile through at the base and 1 1/2 mile wide across the top. The hydroelectric generators housed in the building at the base of the dam can produce enough electricity to power a small city.

- As you leave the dam you will drive 2 miles north to your next stop, the Trinity Vista.

6 TRINITY VISTA

From this overlook you can see several examples of National Forest management.

Most evident is the view of Trinity (Clair Engle) Lake just below you. This is a portion of the Trinity Unit of the Whiskeytown-Shasta-Trinity National Recreation Area. This Recreation Area was created by Congress in 1965 in recognition of the special recreation opportunities provided by the reservoirs. It encompasses 77,000 acres and the Forest Service's primary management objective is to provide quality recreation opportunities for the public.



On the horizon are some of the peaks within the Trinity Alps Wilderness area. It was established by Congress in 1984 and contains 513,000 acres. The rugged peaks, cool mountain streams, alpine meadows, and thick old-growth forests remind the visitor of the European Alps for which it was named. This Wilderness Area will be managed to provide an example of nature, undisturbed by man, for future generations to enjoy.

Below the mountain peaks, you can see timber harvest units. The Weaverville District harvests approximately 25 million board feet of timber annually. This is enough wood to con-

struct an estimated 1,200 dwellings. The National Forests are managed for timber production on a sustained yield basis where a timber supply will be available forever. Additional management activities less evident from this vantage point are fisheries, watershed, and range.

As you travel to the next stop, you will pass through a heavily forested area where timber harvesting has occurred. This has taken place on both Federal and private lands. The lands will be reforested to produce another timber crop in 80 - 120 years.

- The Scenic Byway now continues on for 9 miles in a westerly direction to State Highway 3. A right turn onto Highway 3 and another 4 miles will take you over Montgomery Ridge and down along State Creek to Trinity Lake. 3 1/2 miles beyond the bridge over the Stuart Fork of the Trinity River you will come to the Rainier Road (the beginning of an optional 8 mile side trip).

Trinity (Clair Engle) Lake

Trinity Lake is the third largest man-made lake in California. It has 145 miles of shoreline and 16,000 surface acres. The shoreline is rugged and densely forested with hundreds of hidden coves and offers excellent opportunities for houseboating, waterskiing, fishing, swimming, and camping. Dozens of accommodations dot the western approaches to the lake, some privately owned and operated, and some managed by the Forest Service. Facilities include campgrounds, boat ramps, picnic areas, beaches, full-service marinas, restaurants, and various types of lodgings. The eastern side of the lake is much more primitive in nature and offers an alternative to campers seeking solitude and relatively restricted automobile access. Trinity Lake is the centerpiece of the Trinity Unit of the Whiskeytown-Shasta-Trinity National Recreation Area.



The Rainier Road Side-Trip

- Directly across Highway 3 from the Mule Creek Guard Station is the entrance to Rainier Road. This graveled and intermittent one-lane forest road provides the attentive observer with an excellent view of timber management activities on the Weaverville Ranger District. It will also give you the chance to stand next to one of the largest sugar pines in the State of California. Some cautions should be observed, however. If you are driving a motor home or towing a trailer, you may wish to avoid this part of the tour and continue north on Highway 3.

Timber Management

Managing timber is one of the more visible activities that the Forest Service is involved in. It is also one of the more controversial. Decisions that affect timber management must balance the need for timber products with the need to minimize impacts on water quality, wildlife, fisheries, and other resources. Once timber has been harvested, young seedling trees are planted and their growth monitored to insure that the life cycle of the forest is continued.

7 YOUNG PLANTATION



The area you see above the road was logged using the clear cut method in 1983. This harvest method involves removing all merchantable trees and replanting with young seedlings. This method, in certain types of forest such as this, allows for optimum tree spacing and growth rate. Other harvest methods such as selection which leave all ages of trees in the stand or shelterwood which leaves a stand of larger trees to provide a seed source are also used.

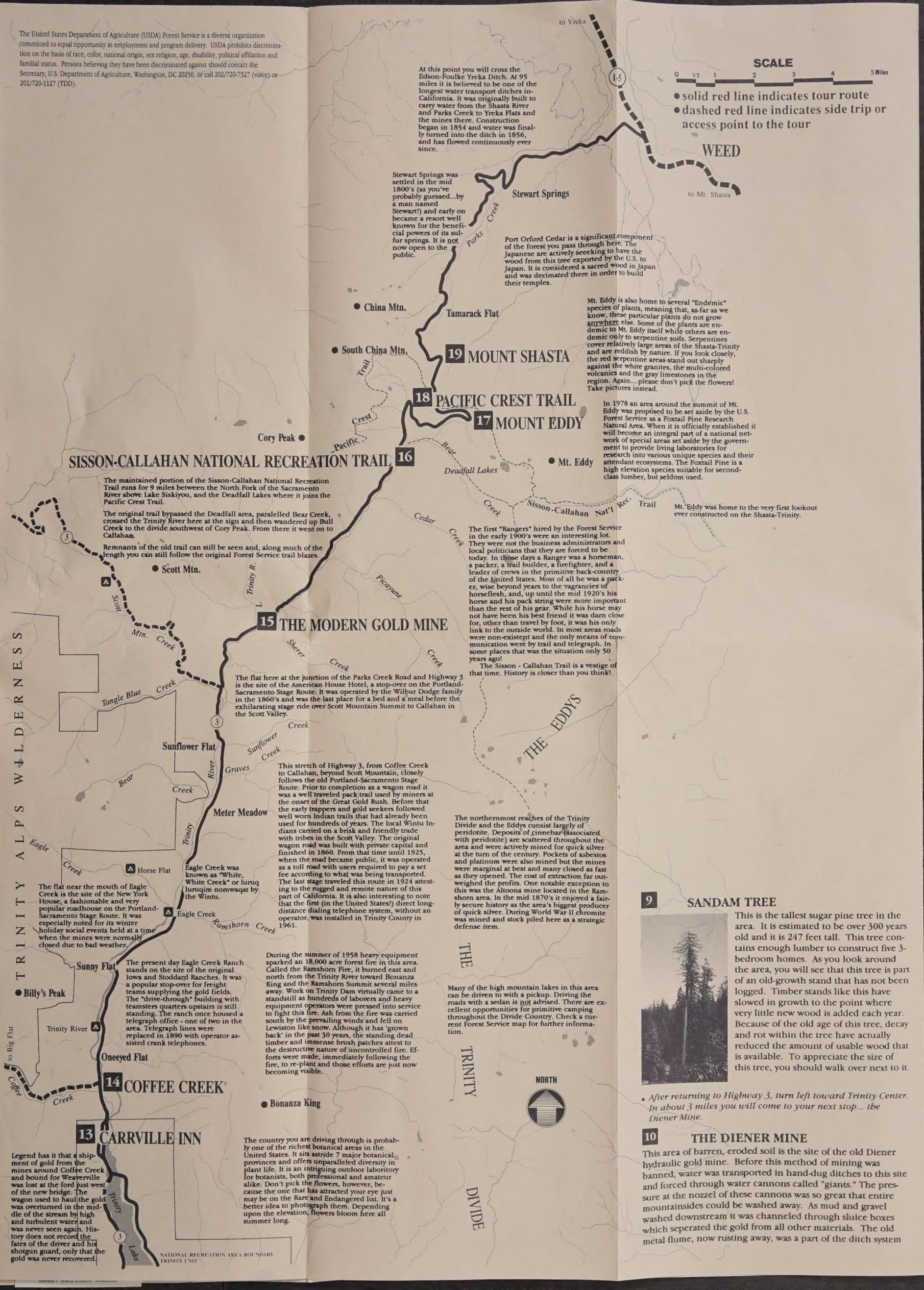
Young seedlings were planted here in 1984 to begin the cycle of forest growth again. They will be available for harvest in 80 - 120 years.

8 TIMBER HARVEST UNITS

From this stop you can see many clear cut blocks. As you traveled to this point you passed through forest land that had been logged with selective systems. Harvesting prescriptions are tailored to a particular timber stand. Factors determining a harvest method are the needs to maintain water quality and erosion potential, steepness of slope and the type of trees in the stand. This particular harvest unit that you are standing next to will be observed over the years to monitor the success of the replanting effort.



The United States Department of Agriculture (USDA) Forest Service is a diverse organization committed to equal opportunity in employment and program delivery. USDA prohibits discrimination on the basis of race, color, national origin, sex, religion, age, disability, political affiliation and familial status. Persons believing they have been discriminated against should contact the Secretary, U.S. Department of Agriculture, Washington, DC 20250, or call 202/720-7327 (voice) or 202/720-1127 (TDD).



At this point you will cross the Edson-Foulke Yreka Ditch. At 95 miles it is believed to be one of the longest water transport ditches in California. It was originally built to carry water from the Shasta River and Parks Creek to Yreka Flats and the mines there. Construction began in 1854 and water was finally turned into the ditch in 1856, and has flowed continuously ever since.

Stewart Springs was settled in the mid 1800's (as you've probably guessed...by a man named Stewart!) and early on became a resort well known for the beneficial powers of its sulfur springs. It is not now open to the public.

Port Orford Cedar is a significant component of the forest you pass through here. The Japanese are actively seeking to have the wood from this tree exported by the U.S. to Japan. It is considered a sacred wood in Japan and was decimated there in order to build their temples.

Mt. Eddy is also home to several "Endemic" species of plants, meaning that, as far as we know, these particular plants do not grow anywhere else. Some of the plants are endemic only to serpentine soils. Serpentine cover relatively large areas of the Shasta-Trinity and are reddish by nature. If you look closely, the red serpentine areas stand out sharply against the white granites, the multi-colored volcanics and the gray limestones in the region. Again...please don't pick the flowers! Take pictures instead.

In 1978 an area around the summit of Mt. Eddy was proposed to be set aside by the U.S. Forest Service as a Foxtail Pine Research Natural Area. When it is officially established it will become an integral part of a national network of special areas set aside by the government to provide living laboratories for research into various unique species and their attendant ecosystems. The Foxtail Pine is a high elevation species suitable for second-class lumber, but seldom used.

Mt. Eddy was home to the very first lookout ever constructed on the Shasta-Trinity.

The first "Rangers" hired by the Forest Service in the early 1900's were an interesting lot. They were not the business administrators and local politicians that they are forced to be today. In those days a Ranger was a horseman, a packer, a trail builder, a firefighter, and a leader of crews in the primitive back-country of the United States. Most of all he was a packer, wise beyond years to the vagrancies of horseflesh, and, up until the mid 1920's his horse and his pack string were more important than the rest of his gear. While his horse may not have been his best friend it was darn close for, other than travel by foot, it was his only link to the outside world. In most areas roads were non-existent and the only means of communication were by trail and telegraph. In some places that was the situation only 50 years ago!

The Sisson - Callahan Trail is a vestige of that time. History is closer than you think!

The flat here at the junction of the Parks Creek Road and Highway 3 is the site of the American House Hotel, a stop-over on the Portland-Sacramento Stage Route. It was operated by the Wilbur Dodge family in the 1860's and was the last place for a bed and a meal before the exhilarating stage ride over Scott Mountain Summit to Callahan in the Scott Valley.

This stretch of Highway 3, from Coffee Creek to Callahan, beyond Scott Mountain, closely follows the old Portland-Sacramento Stage Route. Prior to completion as a wagon road it was a well traveled pack trail used by miners at the onset of the Great Gold Rush. Before that the early trappers and gold seekers followed well worn Indian trails that had already been used for hundreds of years. The local Wintu Indians carried on a brisk and friendly trade with tribes in the Scott Valley. The original wagon road was built with private capital and finished in 1860. From that time until 1925, when the road became public, it was operated as a toll road with users required to pay a set fee according to what was being transported. The last stage traveled this route in 1924 attesting to the rugged and remote nature of this part of California. It is also interesting to note that the first (in the United States) direct long-distance dialing telephone system, without an operator, was installed in Trinity County in 1961.

During the summer of 1958 heavy equipment sparked an 18,000 acre forest fire in this area. Called the Ramshorn Fire, it burned east and north from the Trinity River toward Bonanza King and the Ramshorn Summit several miles away. Work on Trinity Dam virtually came to a standstill as hundreds of laborers and heavy equipment operators were pressed into service to fight this fire. Ash from the fire was carried south by the prevailing winds and fell on Lewiston like snow. Although it has 'grown back' in the past 30 years, the standing dead timber and immense brush patches attest to the destructive nature of uncontrolled fire. Efforts were made, immediately following the fire, to re-plant and those efforts are just now becoming visible.

The northernmost reaches of the Trinity Divide and the Eddys consist largely of peridotite. Deposits of cinabar (associated with peridotite) are scattered throughout the area and were actively mined for quick silver at the turn of the century. Pockets of asbestos and platinum were also mined but the mines were marginal at best and many closed as fast as they opened. The cost of extraction far outweighed the profits. One notable exception to this was the Altoona mine located in the Ramshorn area. In the mid 1870's it enjoyed a fairly secure history as the area's biggest producer of quick silver. During World War II chromite was mined and stock piled here as a strategic defense item.

Many of the high mountain lakes in this area can be driven to with a pickup. Driving the roads with a sedan is not advised. There are excellent opportunities for primitive camping throughout the Divide County. Check a current Forest Service map for further information.

9

SANDAM TREE



This is the tallest sugar pine tree in the area. It is estimated to be over 300 years old and it is 247 feet tall. This tree contains enough lumber to construct five 3-bedroom homes. As you look around the area, you will see that this tree is part of an old-growth stand that has not been logged. Timber stands like this have slowed in growth to the point where very little new wood is added each year. Because of the old age of this tree, decay and rot within the tree have actually reduced the amount of usable wood that is available. To appreciate the size of this tree, you should walk over next to it.

After returning to Highway 3, turn left toward Trinity Center. In about 3 miles you will come to your next stop... the Diener Mine.

10

THE DIENER MINE

This area of barren, eroded soil is the site of the old Diener hydraulic gold mine. Before this method of mining was banned, water was transported in hand-dug ditches to this site and forced through water cannons called "giants." The pressure at the nozzle of these cannons was so great that entire mountainsides could be washed away. As mud and gravel washed downstream it was channeled through sluice boxes which separated the gold from all other materials. The old metal flume, now rusting away, was a part of the ditch system

TRINITY ALPS WILDERNESS

Billy's Peak

to Big Flat

Coffee Creek

Trinity River

Trinity

Lake

NATIONAL RECREATION AREA BOUNDARY

TRINITY UNIT

that served this mine and one other operation further down the mountain.

- The Scenic Byway continues north for 3 miles to Guy Covington Drive. A right turn here will take you on another side trip through the community of Covington's Mill to the historic Bowerman Barn. It is a 2 mile round trip and can be easily negotiated.

11 THE BOWERMAN BARN

The only structure left of the Bowerman family homestead is this venerable old barn. Barely escaping the ravages of time, it was restored to almost original condition and found its niche on the National Register of Historic Places.



This barn is one of the last of its kind, with a foundation of hand-laid stone, mortise and tenon framework, and whipsawn pine boards attached with hand-forged square nails. If, on your stop, you are fortunate enough to find one of the local volunteers in attendance, be sure and take advantage of their guided tours.

- Return to Highway 3 and make a right turn. The Scenic Byway continues on to Trinity Center, 6 miles ahead.

12 TRINITY CENTER



At first glance you might think this little town grew up on this spot. However, looks can be deceptive. Prior to the construction of Trinity Dam the town of Trinity Center was actually located down along the Trinity River a little to the east and north of its present site. The original location is now far beneath the waters of Trinity Lake.

With the filling of the lake, other small communities, like Minersville, Stringtown, and Sebastapol, also disappeared as did a host of beautiful farms and ranches. The Trinity Dam portion of the Central Valley Project brought an end to a long and cherished way of life among residents along the river, but, as is the way of things, it also opened the door to a new prosperity for the county.

A few of the buildings from the old Trinity Center townsite were moved to their present location, maintaining the town's link to its historic past. One of these buildings is the I.O.O.F. Hall pictured above. While in Trinity Center you should visit the Scott Museum. This facility was conceived and developed by the late Ed Scott and houses an extensive collection of historic memorabilia from the Trinity Center area.

Trinity Center and the resorts in the area have stores, restaurants and snack bars where you can take a break and relax for a bit. Gasoline is also available.

- As you leave Trinity Center, turn right on Highway 3 and continue north along the shores of Trinity Lake.

Dredger Tailings

As you drive north along the shore of Trinity Lake you will notice vast mounds of bare rock and gravel. This is evidence of gold dredging operations that occurred at the turn of the century along the Trinity River. These "tailings", as they are called, are the result of mining with a bucket line dredge. A dredge was a machine that could literally turn the land upside down in the search for gold. During the dredging process all of the fine top soil material settled to the bottom of the dredger pond or was washed away and the rocks piled on top. This scarred landscape is a poignant reminder of the gold fever that drove the early development of Trinity County.



- Five miles past Trinity Center and just past the north end of Trinity Lake, you will come to a road sign that reads "Carrville Loop." You will take a left turn here and drive to the Carrville Inn.

13 CARRVILLE INN

The beautiful Carrville Inn is one of Trinity County's historically significant structures and has been recently restored as a Bed and Breakfast Inn. In the late 1800's and early 1900's it served as a hotel on the Portland-Sacramento Stage Route. Carrville was once a community with a depot, hotel, a general store, and other facilities. It provided services to local residents and travelers. It is said that President Hoover stayed here when he was a practicing mining engineer working in the area.

- You will continue north on the Carrville Loop Road until you rejoin Highway 3 where you will turn left. Coffee Creek is less than 2 miles away.



14 COFFEE CREEK

Coffee Creek is the northernmost community in Trinity County. Though small and unassuming now, it was the center for a very rich mining history during the Great Gold Rush. Legend has it that a pack train loaded with coffee bound for the gold fields upstream was washed away in a torrential flood, hence the name "Coffee Creek." Others hold that the spring run-off colored the normally crystal clear waters a deep rich coffee color and that the name comes from an otherwise natural occurrence. How it got its name may be a matter of conjecture; the fact that it is a friendly community in a spectacular mountain setting is not. You can get a great meal here, and it's your last chance to fill up with gas before you start the last half of your tour. The next services are on Interstate 5, 39 miles ahead.

- From Coffee Creek you will continue north on Highway 3 for another 10 miles. You will cross and re-cross the Upper Trinity River several times.

The Upper Trinity River

This stretch of river offers excellent opportunities for fishing, camping, and swimming. Prior to the construction of Trinity and Lewiston Dams it was famous for its spectacular runs of salmon and steelhead. Its 150 mile run to the Klamath River afforded excellent habitat for the migrating and spawning fish. The fish hatchery at Lewiston is an attempt to make up for the loss of this habitat above the Dams. The highway, with few exceptions, still follows the route of the original pack trail and stage road that wound its way over Scott Mountain Summit into the Scott Valley beyond.



- 10 miles north of Coffee Creek, the road splits. Highway 3 turns west and climbs over the Scott Mountain Summit. You, however, will turn right, (to the northeast), onto the International Paper (I.P.) Road. It is a surfaced road that continues north along the Upper Trinity River. In places it does become moderately steep and winding. If you are driving a motor home or pulling a camp trailer you should encounter no difficulties but please use a little extra caution. The next stop is 5 miles ahead.

15 THE MODERN GOLD MINE

People continue to look for gold in this rugged country, and this scarred area is evidence of that quest. Modern methods and equipment, such as backhoes and bulldozers, make areas accessible to the present day prospector that were not open to the old timers. This particular mining operation produced some good gold, but the cost of recovery was greater than the value of the recovered gold, so it was forced to shut down. Now the area has to be rehabilitated. You will see other mining activity and operations as you continue your drive up to the Parks Creek Summit.

- Your next stop on the I.P. Road is 6 miles ahead.

16 THE SISSON-CALLAHAN NATIONAL RECREATION TRAIL

Cattlemen, prospectors and trappers who came into the Upper Trinity area from Scott Valley first established this trail in the mid-1800's. The trail was improved around 1911, shortly after creation of the Shasta National Forest. The trail provided a faster and a much shorter route for forest officers travelling between stations at Callahan and Sisson (now Mt. Shasta City). The wagon road connecting the two communities through the Shasta Valley and up Willow Creek was much slower and circumspect. It is obvious that the horse was a useful and much valued possession in those earlier days.

- Your next stop on the I.P. Road is 3 miles ahead.

17 MOUNT EDDY

Mt. Eddy is the highest peak in Trinity County, at 9,025 feet. The lakes and springs that ring the summit of the mountain form part of the headwaters of the Trinity, Shasta and Sacramento Rivers. This area provides some excellent primitive recreation opportunities for those who like to hike, fish, and photograph. At its summit the Forest Service has proposed that a Foxtail Pine Research Natural Area be set aside for the study and observation of this particular species and its habitat.

Research Natural Areas are a part of the National Forest system with areas recommended and established through the entire range of forest types. These areas are not readily discernable by the casual observer, but serve as an excellent example of one of the Forest Service's "unseen management practices."



- Your next stop on the I.P. Road is 2 miles ahead at the Pacific Crest Trail Crossing.

18 PACIFIC CREST TRAIL



You have arrived at the top! This is the divide between Trinity and Shasta Counties. If you are observant you will have noticed some substantial changes in the surrounding plant communities, both in the types of plants and in their growth patterns.

These changes are due

to elevational and soil changes. Replacing the Douglas-fir, oak and ponderosa pine of the lower elevations are white pine, white and red fir and cedar. Brush species grow lower to the ground. Here you cross the Pacific Crest Trail, a national trail that stretches from Mexico to Canada.



154 miles of this trail cross the Shasta-Trinity National Forests. The trail is used by hikers and horseback riders during the year and there are many who have covered the entire 2,600 miles. The trailhead south offers an excellent day hike into the Deadfall Lakes Basin. The trail is approximately 3 miles long and follows an easy grade. These lakes offer some beautiful scenery and good fishing.

- The Scenic Byway continues north and east from this point, still following the I.P. Road. You will reach Interstate 5 in about 12 miles. If you wish, however, you can turn around here and drive back to Weaverville. The next and final stop is 3 miles ahead.

19 MOUNT SHASTA

Off across the valley you can see Mount Shasta, a natural landmark that, because of sheer size and isolation, has become a focal point for residents throughout the North State. At 14,162 feet it is the second highest peak in the Cascade Range and one of the largest strato-volcanos in the world.



Joaquin Miller, the "Poet of the Sierra", wrote of Mount Shasta upon seeing it for the first time in 1854: "Nearly a hundred miles away, it seemed in the pure clear atmosphere of the mountains to be almost at hand. Above the woods, above the clouds, almost above the snow, it looked like the first approach of land to another world. Away across a grey sea of clouds that arose from the Klamath and Shasta Rivers, the mountain stood, a solitary island; white and flashing like a pyramid of silver! Solemn, majestic and sublime! Lovely and cold and white. A cloud or two about his brow, sometimes resting there, then wreathed and coiled about, then blown like banners streaming in the wind."

Romantic, perhaps, but it does point out the fact that this mountain has a definite impact on anyone who sees it. It draws people like a magnet: climbers, skiers, geologists, botanists, photographers, writers, and those simply seeking spiritual solace in the natural order of things. Native Americans in the area believed that a race of little people inhabited its depths and caused it to rumble and shake. Who knows?

Mount Shasta is classified as an active volcano and the area around it sees considerable seismic activity each year. With 7 permanent glaciers ringing its summit, however, it's hard to imagine any potential for eruption! The last known eruption is believed to have occurred in 1786 and is preserved in the tradition of the Pit River Indians.

- Interstate 5 is now 9 miles ahead. A right turn onto the freeway will take you back to Weed and Mt. Shasta City, and then on to Redding. We hope you have enjoyed this addition to the National Scenic Byway system. If your tour has raised any questions, or if you have comments, please contact the District Ranger, Weaverville Ranger District, Weaverville, California, 96093. Thanks for joining us, and please have a safe trip home!

